

INCOMING TELEGRAM

Department of State

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EUR

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FROM: Bonn

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TO: Secretary of State

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NO: 1307, December 18, 6 p.m.

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SENT DEPARTMENT 1307 REPEATED INFORMATION BERLIN 383, LONDON 279,  
PARIS 399, MOSCOW 154

USAREUR HEIDELBERG 326 BY OTHER MEANS

PARIS FOR USCINCEUR, THURSTON AND WEST

Reference: Paris SECTO 11 to Department

OCB  
CIA  
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ARMY  
NAVY  
AIR

1. We started today tripartite revision contingency plans on Berlin surface access, taking as basis draft contained Berlin's 422 to Department November 28. It was felt preferable prepare new draft as tripartite policy paper to replace current paper enclosed EMBDESP 1075, December 18, 1957, rather than as tripartite "instructions." Therefore some passages Berlin's draft were omitted as being more appropriately handled in internal instructions respective military authorities will issue when paper definitively agreed. Section concerning military trains was also expanded to spell out in more detail various contingencies.

2. Paragraph I, 1 of Berlin's draft was agreed as in Berlin's 422 except for substitution of words "vehicle (or convoy)" for "vehicle (B)" in subparagraphs A and B and omission subparagraph D.

3. Paragraph I, 2 (regarding privately-owned vehicles) left for subsequent discussion. Comments on this in separate telegram.

4. Following is revised draft paragraph II:

"In event East German Police or other East German officials replace Soviet checkpoint personnel; 4. Train commander will declare to East

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to East German official that train is <sup>the</sup> US (British, French) military train and demand transit through <sup>the</sup> Soviet zone as matter of right. If <sup>the</sup> train is permitted to pass without presentation of documents or other formalities, <sup>the</sup> train will proceed as usual. <sup>the</sup> Train commander will immediately notify his headquarters by radio of <sup>the</sup> presence of East German checkpoint officials.

B. If <sup>the</sup> East German official refuses to let <sup>the</sup> train pass and demands documentation, <sup>the</sup> train commander will ask him to produce <sup>the</sup> Soviet officer to whom <sup>the</sup> normal documentation will be shown. If <sup>the</sup> Soviet officer is not produced or if he appears and refuses to accept <sup>the</sup> normal documentation or <sup>the</sup> deal with <sup>the</sup> train commander, <sup>the</sup> train commander will request that <sup>the</sup> train be returned to its point of origin.

C. If <sup>the</sup> East German official attempts to exercise any other form of control, e.g., customs inspection or currency controls, <sup>the</sup> train commander will refuse and demand that <sup>the</sup> train be allowed to pass without submitting to any such control. If this is refused, <sup>the</sup> train commander will request that <sup>the</sup> train be returned to its point of origin.

D. If <sup>the</sup> East German official offers any kind of documentation, e.g. visas for passengers or <sup>the</sup> laissez-passer for <sup>the</sup> train, <sup>the</sup> train commander will refuse to accept it and demand that <sup>the</sup> train be allowed to pass. If this is refused, <sup>the</sup> train commander will request that <sup>the</sup> train be returned to its point of origin.

E. If <sup>the</sup> return of <sup>the</sup> train is refused or it, having turned back from <sup>the</sup> checkpoint when trying to leave the Soviet zone, <sup>the</sup> train is trapped in <sup>the</sup> Soviet zone, <sup>the</sup> train commander will refer by radio to his headquarters. If this is impossible, <sup>the</sup> <sup>(he may)</sup> solely as last resort, in order to enable <sup>the</sup> train to leave <sup>the</sup> Soviet zone, submit under protest to <sup>the</sup> demands made, <sup>the</sup> stating that <sup>the</sup> East German action is illegal and could have serious consequences.

F. If <sup>the</sup> train has been turned back, an endeavor will nevertheless be made to get trains through on <sup>the</sup> next scheduled runs unless <sup>the</sup> three Governments decide otherwise in <sup>the</sup> light of circumstances <sup>the</sup> existing at time.

5. Paragraphs ~~B~~ and F of foregoing are slightly revised versions of provisions contained current policy paper (enclosure to

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EMBDESP 1075, December 18, 1957). We had some hesitation about paragraph E as possibly inconsistent with Foreign Ministers' decision Paris, but felt that if situation envisaged this paragraph arose there no alternative to authorizing train commander to take action outlined.

6. Paragraphs 2 and 4 above agreed subject to approval by three governments. Would appreciate comments soonest.

7. Reference EMBTEL 1297 French expect word from Paris by tomorrow morning on putting interim instructions into effect.

TRIMBLE

SW:JYH

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